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# CONNECTING THE CIRCLE

ARCH 523 · MASTERS PROJECT PREPARATION · FALL 2012



CONNECTING THE CIRCLE

Master’s Project Preparation · Fall 2012

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Case Statement

I-90/94 at I-290 Circle Interchange is located in the heart of downtown Chicago. Greektown is located to the northwest; the University of Illinois at Chicago is situated to the southwest, the Loop to the northeast, and the South Loop to the southwest. According to the American Transportation Research Institute and the Federal Highway Administration, the Circle Interchange is the slowest and most congested highway freight bottleneck in the nation with more than 300,000 vehicles traveling through the Interchange on a daily basis, and over 1,100 crashes reported on average per year.

Improvements to the highway are vital and currently in progress. IDOT and the Federal Highway Administration have hired AECON and TranSystems to conduct a \$40 million engineering study and analysis that identifies possible improvements, potential cost, and construction schedule of the Circle Interchange. While plans for these improvements are necessary and could provide long term benefits, their impact can negatively affect the adjacent communities both during construction and upon completion. People could be displaced from their homes, the already divided communities can be split even farther, and the improvements may lead to abandonment and decay of existing residencies and businesses.

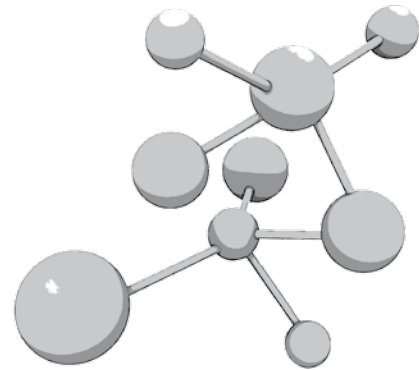
The intent of this project is to develop a public marketplace between Greektown and UIC that bridges these two historic communities and transcends the boundaries between architecture and infrastructure while conceiving of a way to knit, rather than split, the existing neighborhoods.



Source: The Circle Interchange Organization



Goals



- Allow for the strong identity of each neighborhood while creating strategic connections between them



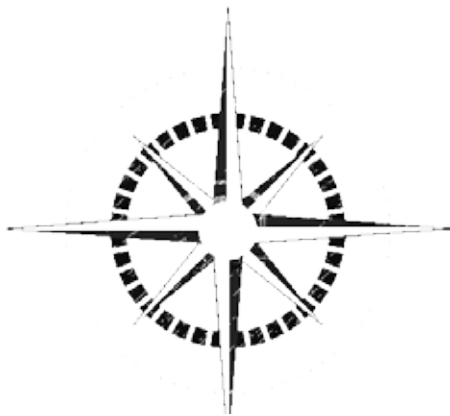
- Provide a pedestrian friendly and safe environment without impeding traffic



- Strengthen and stimulate the development of existing communities



- Preserve open space, and natural beauty



- Increase visual continuity, orientation, and identity



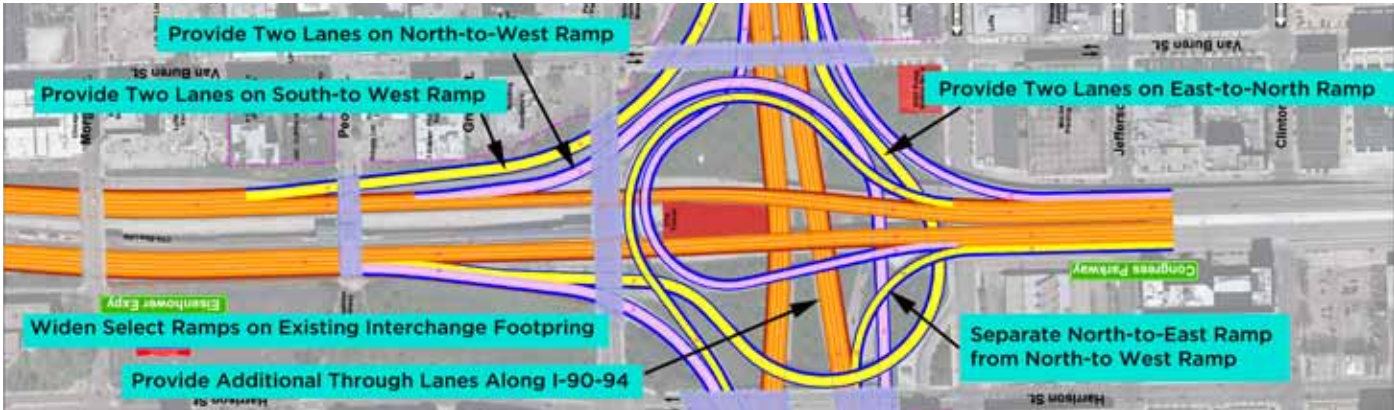
- Use sustainable and green methods



- Preserve history



Circle Interchange Proposed Alternatives



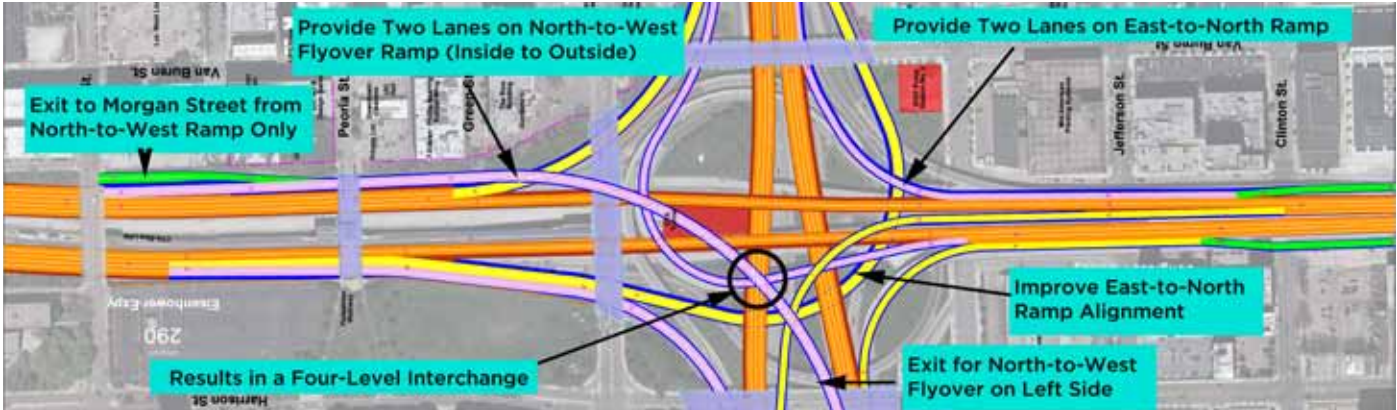
Concept 1: Lane Widening



Concept 2: Lane Widening



Concept 3: First Level Flyover (3th Level Interchange)



Concept 4: Second Level Flyover (4th Level Interchange)



Concept 5: Second Level Flyover (4th Level Interchange)



**Precedent:  
Boston Central Artery/  
Tunnel**

Urban Planners: SMWM  
Managed by: MA Turnpike Authority.  
Design and construction: Bechtel Corpora-  
tion and Parsons Brinckerhoff  
Project Year: 1991-2007

The Master Plan for the Boston Central Artery/Tunnel attempts to restore the built fabric of the down- town and reconnect the estranged neighborhoods. The Project re- placed Boston's deteriorating six- lane elevated Central Artery (I-93) with an 8-to-10 lane state-of-the- art underground highway, added two new bridges over the Charles River, extended I-90 to Boston's Logan International Airport, and Route 1A, created more than 300 acres of open land and reconnect- ed downtown Boston to the wa- terfront. The master plan integrates the waterfront boulevard, urban ar- tery, and greenway and responds to the nature of how they are ex- perienceed as one moves through them in anticipation of reaching the waterfront. The project also entailed the construction of the Ted Williams Tunnel, the Leonard P. Zakim Bunker Hill Memorial Bridge over the Charles River, and the Rose Kennedy Greenway.

Sources: Opportunist Magazine and Perkins & Will.



Boston Central Artery, Night View.



Big Dig Today.



The Psychiatric Infrastructure of the City: Before.



The Psychiatric Infrastructure of the City: After.



Central Artery View Corridors.



Precedent:  
Klyde Warren Park

Landscape Architect: The Office of James  
Burnett  
Location: Dallas, TX  
GC: McCarthy Building Company, Inc.  
General Contractor: Archer Western  
Project Mgt: Bjerke Management Solutions  
Project Year: 2009-2012



Source: The office of James Burnett

Park Office Shot Night



Woodall Rodgers Freeway-Before



Woodall Rodgers Freeway-After

The 5.2-acre deck park creates an urban green space over the existing eight lanes of noisy, disruptive Woodall Rodgers Freeway in downtown Dallas. Programming includes a performance pavilion, restaurant, walking trails, a dog park, a children's discovery garden and playground, water features, and an area for games. Connectivity is central to the park. The Park promotes increased pedestrian, trolley and bicycle use between Uptown, Downtown and the Arts District, contributing to a more walkable city center. It is also intended to promote sustainability, create pedestrian-friendly space in the center of the city, and enhance quality of life downtown. It is projected to have a positive economic impact by boosting surrounding real estate development, increasing property values and increasing city tax revenue. The Park creates a front lawn for the surrounding cultural institutions, including the Dallas Center for Performing Arts, the Dallas Museum of Art, the Morton Meyerson Symphony Hall, the Nasher Sculpture Center, the Trammell & Margaret Crow Collection, Booker T. Washington High School for the Visual and Performing Arts and the future Museum of Nature and Science.



Klyde Warren Park Rendering



Precedent:  
Olympic Structure Park

Architects: Weiss/Manfredi  
Landscape Architect: Charles Anderson  
Location: Seattle, Washington, USA  
General Contractor: Sellen Construction  
Project Management: Barrientos LLC  
Client: Seattle Art Museum  
Project Year: 2001-2007

Located on Seattle’s waterfront, this 9 acre, industrial brownfield site sliced by train tracks and a four lane thoroughfare is structured by a 2,500 ft. long Z-shaped platform that bridges but does not hide the infrastructure lines. The project capitalizes on views of the skyline and Elliott Bay and

ensures topographic continuity over a 39 ft. height difference of the newly constructed landscape. The geometric angles frame different views of the city, water, and mountains. The folds and turns of the constructed topography create a series of outdoor rooms that can be used for different functions.

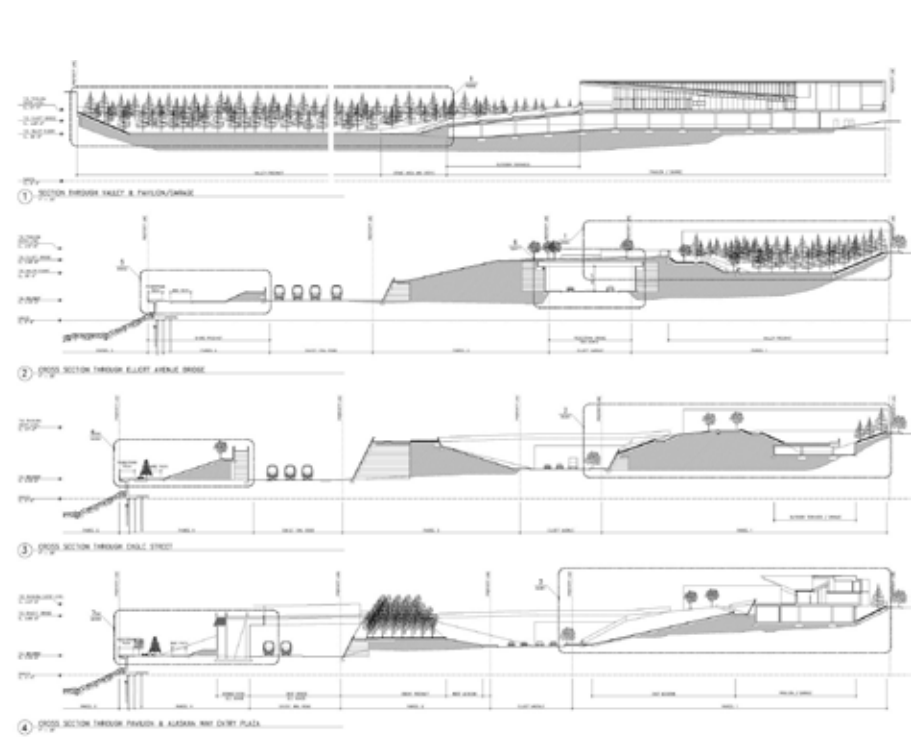


Source: Weiss/Manfredi

Olympic Sculpture Park



Concept



Sections



Before



After



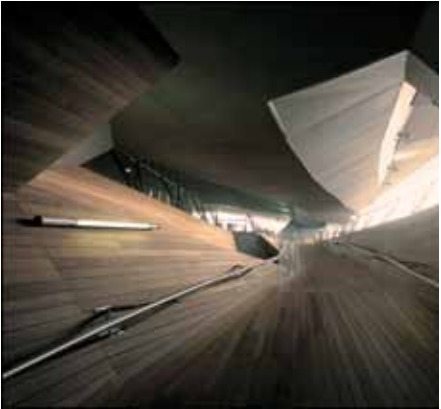
Precedent:  
Yokohama Port Terminal

Architect: Foreign Office Architect  
Location: Yokohama, Japan  
Engineer: Structure Design Group/Ove  
Arup & Partners  
Project Year: 1995-2002



Sources: Open Buildings and FOA.

Serving as a model of indistinguishably blurred lines of infrastructure, public space, and ferry terminal program, the Yokohama Port Terminal is a piece of continuously inhabitable topography. The architecture incorporates the circulation in interconnected loops, with multiple ramps between the various levels.



Yokohama Ferry Terminal.

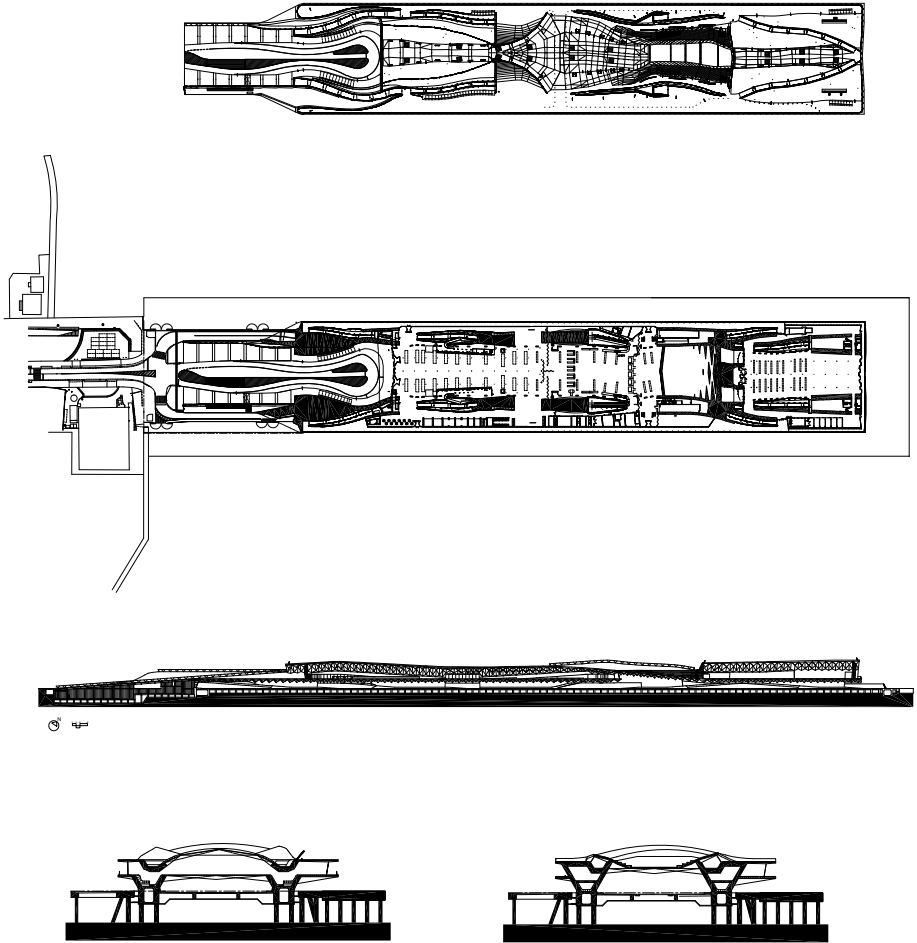


Yokohama International Port Terminal by Foreign Office Architects in Yokohama Port

Distinctions between floors, wall, and roof are eliminated and inhabited by circulation and habitable areas. The folding topography of warping planes envelops the outdoors within. The program includes check-in, customs, luggage handling, conference space, restaurants, shops, and an assembly hall.



Decking.



Plans, Sections, and Elevations.



Precedent:  
Queen Victoria Market

Year Established: 1878



Source: Queen Victoria Market official website.

Tina's Gourmet Cheese Deli

The Queen Victoria Market, established in 1878 is the largest market in Australia and one of the largest in the world. It's a historic landmark, a tourist attraction and a Melbourne institution. The vibrant, cosmopolitan atmosphere of this historic site has been celebrated for over 130 years. The Market is probably best known for its huge variety of fresh produce including fresh fruits and vegetables, meat, chicken, seafood and delicatessen products from local merchants. The Queen Victoria Market is divided into a number of Market Precincts; the Deli Hall, Elizabeth Street Shops, F shed laneway, Vic Market Place Food Court, Fruit and Vegetables, The Meat Hall, Organics, General Merchandise, Victoria Street Shops and the Wine Market. The market is open 5 days per week, with Sunday taking on a carnival atmosphere as a variety of music and art performers entertain the crowds.



Fruit stands in the Fruit and Vegetables precinct.



The Deli Hall precinct.



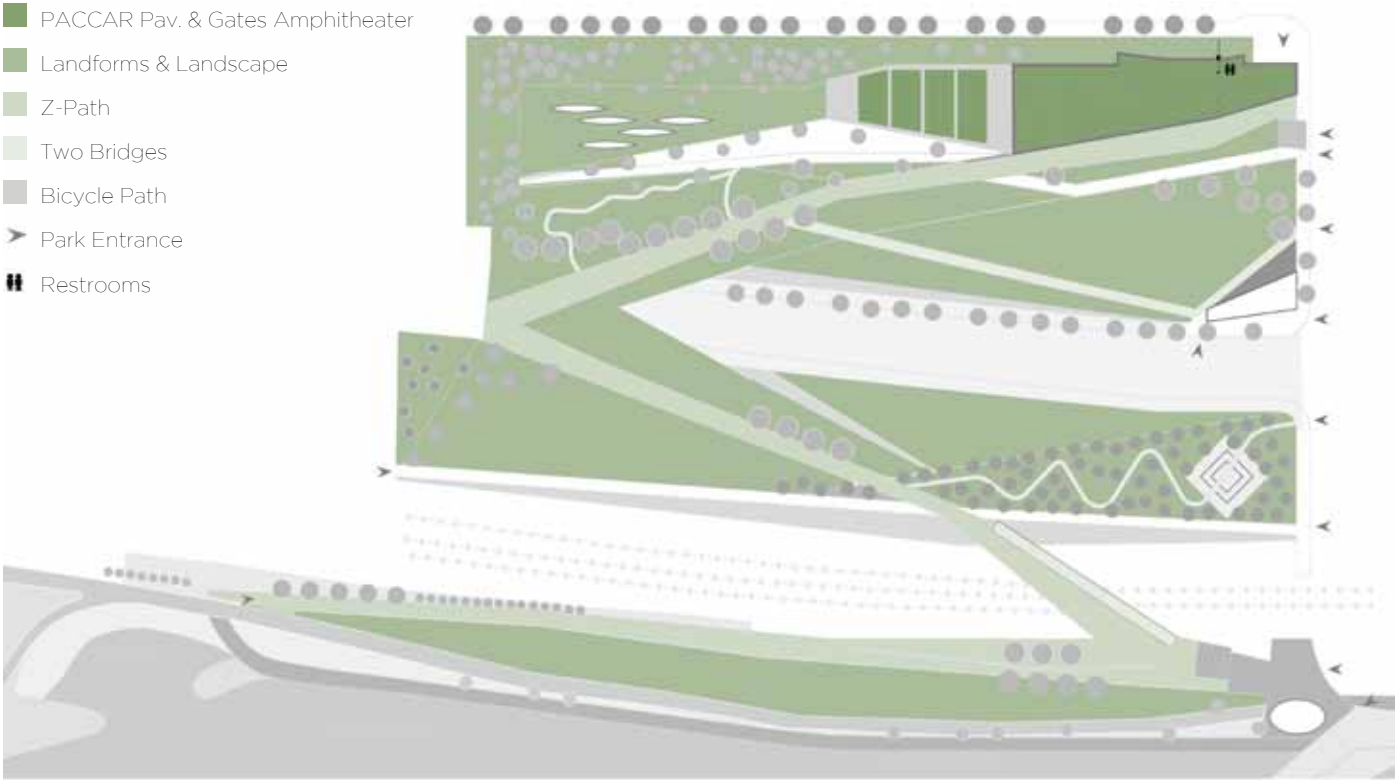
The Deli Hall precinct.



Queen Victoria Market map.



Precedent Program  
Olympic Structure Park



Precedent Program  
Boston Central Artery/  
Tunnel

- Building Sites
- Open Space Final Restoration
- Horticulture Sites
- Open Space Intern. Restoration





Stakeholders

- Residents – Will be directly affected by construction activities (nuisance, accessibility, noise, etc.)
- Business Owners – Will be directly affected by construction activities and access routes (accessibility, visibility, nuisance, financial interest, etc.)
- University of Chicago – Will be directly affected by construction activities. Its visibility and appeal may improve due to subsequent accessibility.
- IDOT – Responsible for highway improvements and safety (safety, construction cost, public relations, etc.)
- CDOT – City image, highway improvements and visibility
- Elected Officials – May be affected by community opposition to the project or may be positively affected for civil work initiated during their term (public relations)
- Commuters – Will be directly affected during construction and upon completion of the project (travel times, safety, road conditions, etc.)
- CTA – Will be indirectly affected by higher number of passengers during construction or lower number of passengers after construction. The blue line, running along Eisenhower Expressway may be directly affected during construction, as well as, CTA bus routes in the area. (Usage, financial interest, public relations, accessibility, etc.)

Site Selection

- Magnitude of infrastructure
- Existing demand for additional infrastructure to accommodate current and future traffic volumes
- History
- Familiarity and site proximity
- Strong identity of existing communities
- Separation of existing communities
- Safety
- Lack of visual continuity, orientation, and identity
- Lack of existing open space, and sustainable and green methods of construction





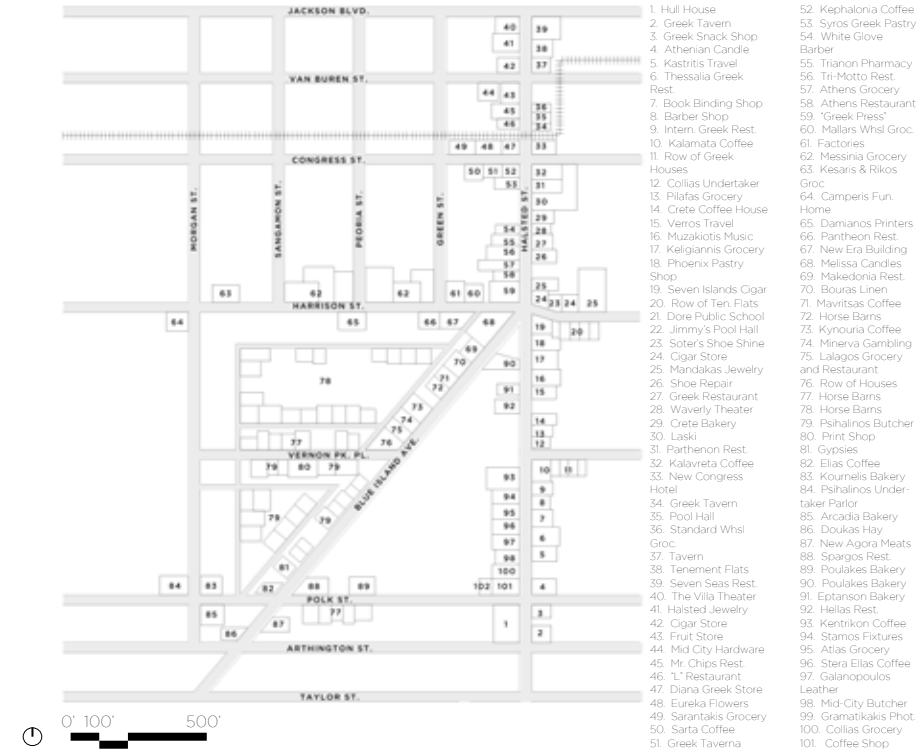
Site Analysis  
History: Greektown



Source: Greektown Chicago Its History - Its Recipes

Greektown Delta

A need for permanent laborers to rebuild the city after the Great Fire of 1871 led to the immigration of many Greeks to Chicago. The first Greek community formed in the 1890s north of the Loop, near Clark and Kinzie while a more economically modest Greek population settled in an area on the near west side known as Greektown, or the “Delta”. Thoroughfare branches at the Delta were Halsted, Harrison, Blue Island, and Polk streets. As many as 30,000 of these early Greeks found employment on the railroads, in the stockyards, as laborers rebuilding Chicago, and as peddlers. The Hull House, organized by Jane Addams was built in 1889, allowing Greek and other immigrants a chance to enjoy enhanced civic and social life, as well as education, athletic, and cultural activities. The Hull House, along with much of the Greektown Delta neighborhood was demolished in 1963 as the city embarked on major development to make room for the University of Illinois and the expressways. Today, the remaining residential blocks have become gentrified and multicultural while the stretch of Halsted from Van Buren to Madison continues to retain its old identity as a Greek dining and nightlife district.



- 1. Hull House
- 2. Greek Tavern
- 3. Greek Snack Shop
- 4. Athenian Candy
- 5. Kastitis Travel
- 6. Thessalia Greek Rest.
- 7. Book Binding Shop
- 8. Barber Shop
- 9. Intern. Greek Rest.
- 10. Kalamata Coffee
- 11. Row of Greek Houses
- 12. Collias Undertaker
- 13. Pilatas Grocery
- 14. Crete Coffee House
- 15. Verros Travel
- 16. Muzakiotis Music
- 17. Keligiannis Grocery
- 18. Phoenix Pastry Shop
- 19. Seven Islands Cigar
- 20. Row of Ten Flats
- 21. Dore Public School
- 22. Jimmy's Pool Hall
- 23. Soter's Shoe Shine
- 24. Cigar Store
- 25. Mandakias Jewelry
- 26. Shoe Repair
- 27. Greek Restaurant
- 28. Waverly Theater
- 29. Crete Bakery
- 30. Laski
- 31. Pantheon Rest.
- 32. Kalavreta Coffee
- 33. New Congress Hotel
- 34. Greek Tavern
- 35. Pool Hall
- 36. Standard Whsl Groc.
- 37. Tavern
- 38. Tenement Flats
- 39. Seven Seas Rest.
- 40. The Villa Theater
- 41. Halsted Jewelry
- 42. Cigar Store
- 43. Fruit Store
- 44. Mid City Hardware
- 45. Mr. Chips Rest.
- 46. "L" Restaurant
- 47. Diana Greek Store
- 48. Eureka Flowers
- 49. Sarantakis Grocery
- 50. Sarta Coffee
- 51. Greek Taverna
- 52. Kephalaria Coffee
- 53. Syros Greek Pastry
- 54. White Glove Barber
- 55. Trianton Pharmacy
- 56. Tri-Motto Rest.
- 57. Athens Grocery
- 58. Athens Restaurant
- 59. "Greek Press"
- 60. Mallors Whsl Groc.
- 61. Factories
- 62. Messinia Grocery
- 63. Kesaris & Rikos Groc.
- 64. "Camperis Fun. Home"
- 65. Damianos Printers
- 66. Pantheon Rest.
- 67. New Era Building
- 68. Melissa Candies
- 69. Makedonia Rest.
- 70. Bouras Linen
- 71. Mavritsas Coffee
- 72. Horse Barns
- 73. Kynouria Coffee
- 74. Minerva Gambling
- 75. Lalagos Grocery and Restaurant
- 76. Row of Houses
- 77. Horse Barns
- 78. Horse Barns
- 79. Pshalinos Butcher
- 80. Print Shop
- 81. Gypsies
- 82. Elias Coffee
- 83. Kournellis Bakery
- 84. Pshalinos Under-taker Parlor
- 85. Arcadia Bakery
- 86. Doukas Hay
- 87. New Agora Meats
- 88. Spargos Rest.
- 89. Poulakes Bakery
- 90. Poulakes Bakery
- 91. Eptanson Bakery
- 92. Helias Rest.
- 93. Kentrikon Coffee
- 94. Stamos Fixtures
- 95. Atlas Grocery
- 96. Stera Elias Coffee
- 97. Galanopoulos Leather
- 98. Mid-City Butcher
- 99. Gramatikakis Phot.
- 100. Collias Grocery
- 101. Coffee Shop



By the mid 1920s the wholesale food industry was mainly controlled by the Greeks at the Randolph and South Water Street markets.



Street peddler pushing his cart past Kentron Cafe and Mouzakiotis Music Store on Halsted St.

Site Analysis  
History: Little Italy



Source: Taylor Street Chicago's Little Italy

Eisenhower Expressway slicing the neighborhood apart.

During the 1880s emigration became a mass phenomenon due to the dual economic crises of disease and starvation in Italy, improved transatlantic transportation, and the growing demand for labor in North America. Chicago's largest Italian community after 1900 was built around the Hull House and Taylor St. Social life in Little Italy revolved around the neighborhood. Two and three flat buildings were preferred as residence since they accommodated several generations. Italian cooking became one of the most popular ethnic cuisines in America as many restaurants and bakeries prospered in the area. Taylor Street was the place where Italian bands and clubs thrived and the Italian language resonated on the streets. By 1941 the creation of the Illinois Medical District empowered it to acquire land surrounding the existing medical buildings and by the early 1960s UICs relocation to the neighborhood led to the leveling of the eastern part of Taylor St. wiping away small businesses and longtime family homes. The UIC campus alone displaced 1900 Italian families, 630 businesses, and the Holy Guardian Angel Church and School founded by Mother Cabrini,



Jefferson Street ghetto.



Taylor Street.



Mario's Italian ice on Taylor St.



Site Analysis  
History: Maxwell Street



Source: Chicago's Maxwell Street

The S. S. Kresge and L. Klein department stores predated the market.



700 Block of Maxwell Street.

The Maxwell Street area was a viable center for low income and minority businesses and shopping for nearly a century. It was where many entrepreneurs grew up or got their start, where many found a good bargain, where people ate the famous hot dogs and polish sausages, or listened and danced to blues and gospel music. Maxwell St. was known as a place of spontaneity, a place where everyone, regardless of race or ethnicity, shared the public space together. The roots of the market in Old World European traditions, transplanted into the urban fabric, created a distinctive marketplace that became known worldwide. In addition to the market, African American southerners arriving to the area brought with them the “down home” styles of blues from the Mississippi Delta and elsewhere. As musicians began plugging their amplifiers into the Maxwell Street store outlets, the country blues evolved into Chicago’s electrified blues. However, in 1990, the University of Illinois at Chicago published its master plan that included a south campus expansion into Maxwell Street and by 1994 the market was relocated to nearby Canal as UIC began actively purchasing and clearing properties, utilizing the power of eminent domain when necessary.



Maxwell Street



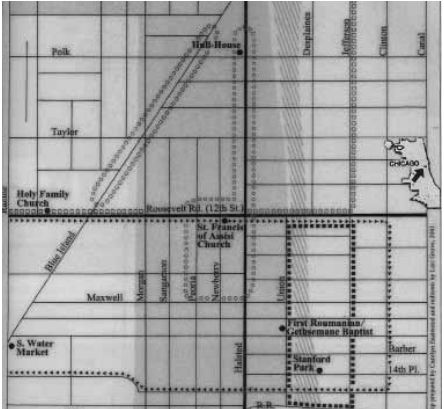
The 2002 UIC conceptual rendering of the Uivervy Village South Campus development shows 850 condo, loft, and town-home units priced from \$449,900-\$800,000.



1998 scene in front of Jim's Original and Express Grill hot dog stands.



Records store on Maxwell Street.



Different ethnic groups occupying the Roosevelt area between 1900 and 1930.

**Site Analysis**  
**Existing Conditions:**  
**On Racine Facing East**

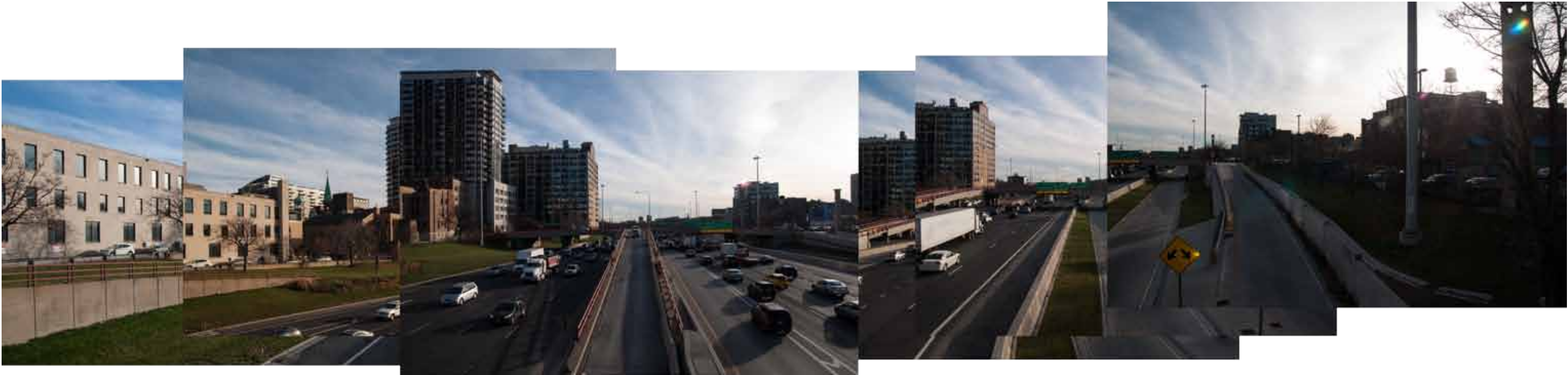




Site Analysis  
Existing Conditions:  
On Taylor Facing North

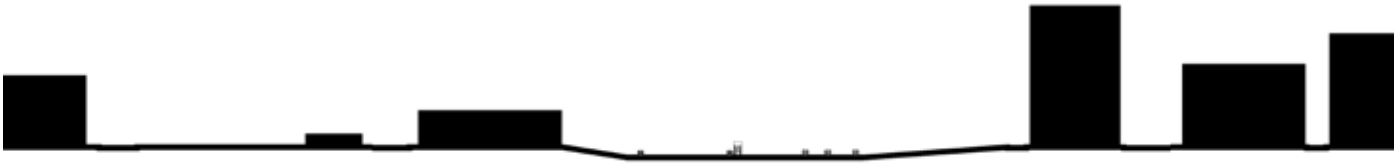
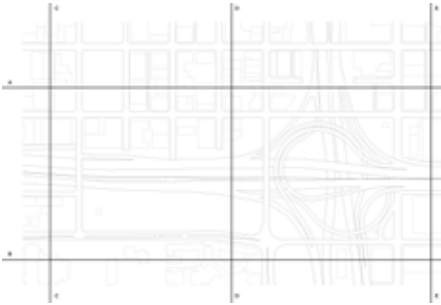


Site Analysis  
Existing Conditions:  
On Monroe Facing South





Site Analysis  
Existing Street Sections



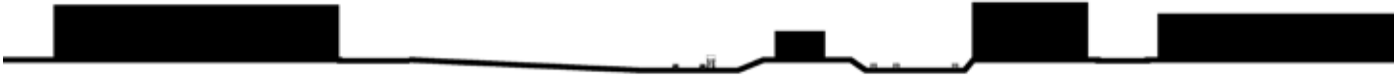
Section A



Section C



Section D



Section B

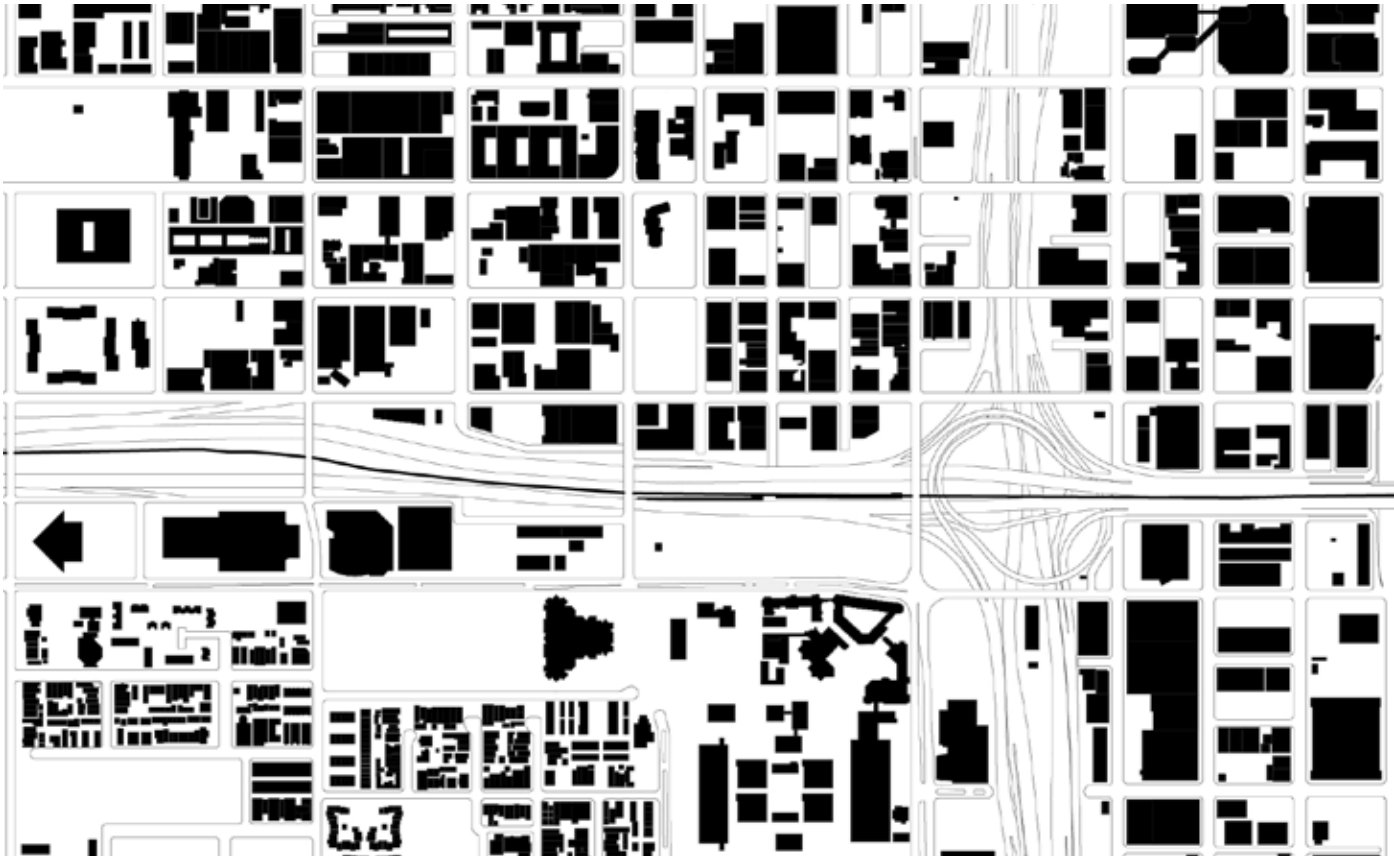


Section E

Site Analysis  
Figure Ground: 1905-1950

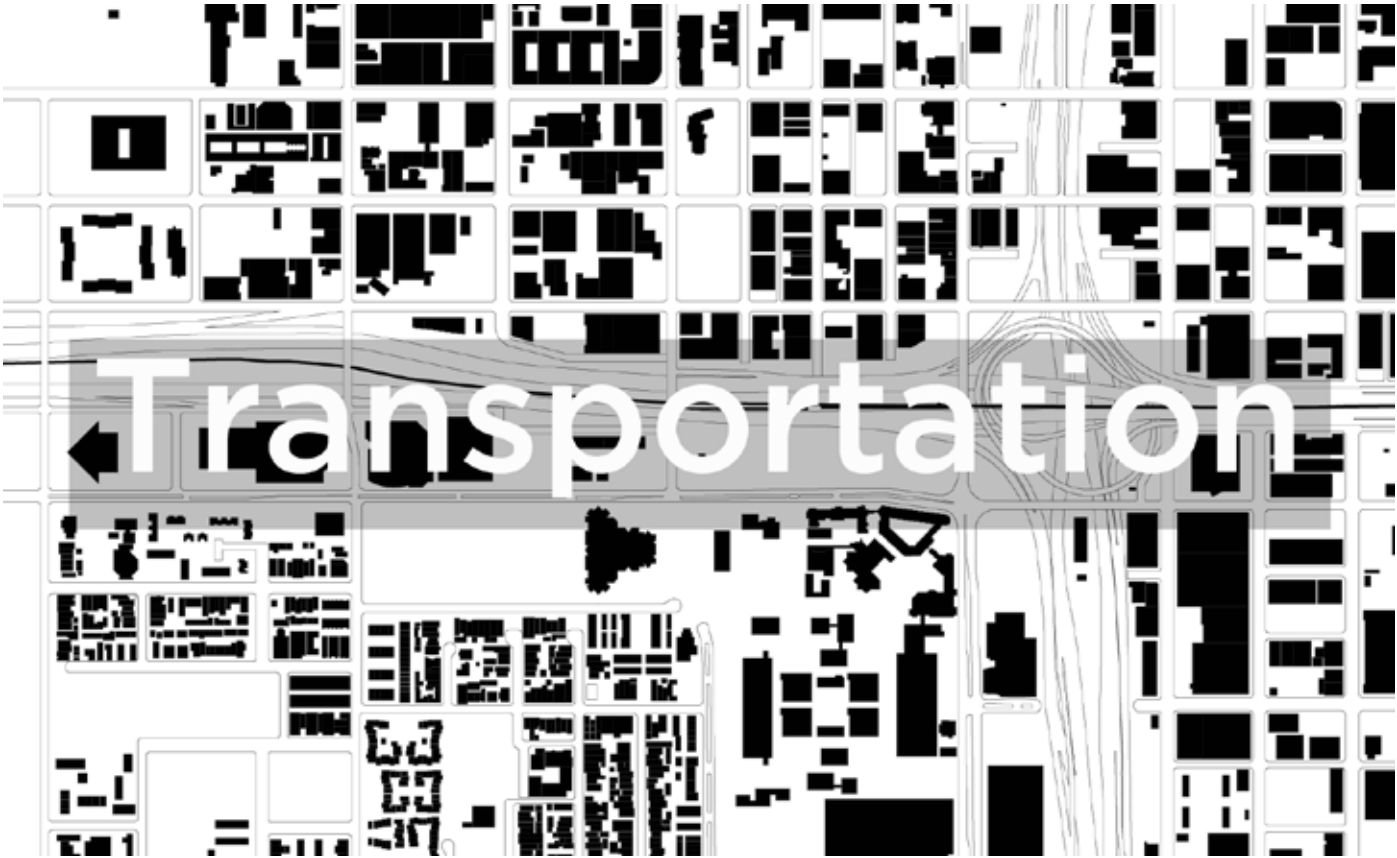


Site Analysis  
Figure Ground: 2012





Site Analysis  
Transportation



Site Analysis  
Amenities & Parks



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